PENSION FOR CONFEDERATES.

Bill Introduced in Congress to Grant Southern Pensions.

Following is a copy of a special dispatch recently to the State from its Washington correspondent:

Gen. Albert Estopinal, of Louisiana, a gallant Confederate soldier, has introduced in the house the "Works bill," to aid disabled Confederate veterans, their wives and widows, identical with the bill of Senator Works, who for the past five years has been anxious to aid indigent and afflicted Confederate veterans. Senator Works is a Republican and a Union veteran: Gen. Estopinal is a Democratic and a Southern veteran. So the bill can be aptly styled the "bill of the blue and gray."

The government has ten homes, costing $16,000,000, and has appropriated to date between $100,000,000 and $125,000,000 to support them. Death has been so busy that there is now room for about 6,000 more inmates than they have. The inspector general of the army having charge of homes recommends their consolidation so as to save unnecessary expense. Two of them, the Johnson City, Tenn., home and the Togus, Maine, home, are not half full. Every inmate to the first can be placed in the Hampton, Va., home and the inmates of the second in the Central home, Dayton, Ohio: so if the Johnson City home is given over to the Confederates it wil not cost the government a penny for shelter of say 2,500 men and women, to provide for whom $400,000 is asked—a very small sum, as nearly $4,000,000 is appropriated this year to support the national homes.

The government has appropriated nearly $25,000,000 since the war to aid the Northern State homes: this year $1,100,000.

The Works bill provides for $300,000 to the Southern homes, or less than one-fourth of that for Northern homes, and it will be the first aid ever extended.

Fifty thousand dollars only is asked to establish a home in the District of Columbia for indigent and afflicted veterans of the district and those living in States having no homes, like West Virginia, New York, and others. These men are all debarred from entering any Southern State home by reason of non-residence, and the only refuge for district veterans is the poor house, in common with destitute negroes; from which they are being saved by the ladies of the Southern Relief society—Miss Nannie Randolph Heth, president. The bill carries also $20,000 for salaries of clerks and officers against $560,000 appropriated for this purpose for Northern homes: also $50,000 to transport indigent veterans, their wives and widows to Johnson City, etc.

The South has paid since 1865 her pro rata of $5,000,000,000 to pay the pensions of Union veterans and support homes. The taxpayers of the South, to the extent of at least 95 or 97 per cent., are not in any way responsible for the war, as they were not born or were children when the conflict occurred.

The taxpayers of the South, therefore, have to bear the double burden of providing their pro rata for Union pensions, etc., besides having to try to provide properly for their own veterans; which they are unable to do in an adequate manner.

Some of the Southern States are the present year in arrearss for pensions and are unable to relieve the sufferers until their legislatures meet.

Again the constitutions of a number of States prohibit the issue of bonds; so the amount must be raised by direct taxation.

The Southern veterans, being now of an average of 72 or over, are not in a position to wait until the next session without serious suffering, and the women are even worse off, no provision being made for them in several States, and none save Mississippi and Missouri admitting them to homes.

Call for Doctor Yak!

A newly employed bell boy at the Hotel La Salle, Chicago, recently created a laugh in the lobby of the hostelry by paging "Doctor Yak," Sidney Smith's comic section character. The "green" bell boy evidently had not seen a comic section of the Chicago Tribune, as he took his order to page the doctor seriously, and kept up his call for nearly fifteen minutes. Finally he reported back to the desk clerk.

"Doctor Yak isn't here."

"Why, Doc Yak is a goat," said the clerk. "He appears in the funny papers."

The new bell hop got red about the ears and remarked that he guessed he was the "goat" instead of Old Doc Yak.—Cartoons Magazine.

Nearly 400 national and international congresses and conventions have chosen San Francisco as the 1915 meeting place, owing to the Panama-Pacific exposition to be held there.

SUBMARINES NOT NEW.

Invented Centuries Ago.—First Successfully Used by Confederates.

In view of the fact that several articles have been printed recently about the submarine boat, which is playing such a prominent part in the present European war, and as comparatively little seems to be known of the origin of this type of craft, the following article by William E. Simmons, of Charleston, published in the New York Times a few weeks ago, will no doubt be read with interest:

Idea an Old One.

The submarine has played a conspicuous part for the first time in the prevailing war, but it should not be forgotten that the invention is centuries old and that its potentiality for destructive offence was practically demonstrated more than fifty years ago. While the submarine idea is old the practical development of it unquestionably belongs to America.

Nearly three hundred years ago a workable submarine was built by Cornelius Van Drebel, a Dutch physician, friend of James I, of England. Van Drebel's boat, launched in 1620, like the submarine of today, was submerged by the admission of water and raised by its expulsion. It was propelled both at the surface and beneath by oars and could carry passengers as well as twelve oarsmen. According to contemporary records it could "journey several hours, twelve to fifteen feet below the surface," and on one occasion King James made a trip in it with Van Drebel. However, it does not appear to have been actually tried for the purposes of war.

The first attempt to blow up a ship of war was made in New York harbor during the Revolution. David Bushnell, a Connecticut Yankee, about 1773 built what he called a turtle ship, because of its form. The body was somewhat turtle shaped, weighted below to keep it in an upright position, with only a conning tower above the surface. It could carry only one man, and its motive power was a small screw operated by a crank.

The method of use was to come alongside the ship and fix a screw into the hull, attach a torpedo to the screw and retire. The torpedo was exploded by clock work. The attempt was made at night on the British ship Eagle, sixty-four guns, lying off Governor's Island. The man in the turtle was not Bushnell, but one of his workmen. The hull of the warship proved too hard for the screw, and in trying to set it the operator lost hold of the ship and at the same time of his torpedo. In the dark he could neither find his way back to the ship nor recover the torpedo, which about an hour later exploded not far from the man-of-war, sending up a huge column of water to the consternation of her officers and crew.

In 1801 Robert Fulton built on the Seine a submarine propelled by steam, which he called Nautilus, and which was popularly termed a plunging boat. In July of that year, with three men, he went down twenty-five feet in the harbor of Brest and remained under water for one hour. He afterwards blew up a small vessel in Brest harbor and attempted to blow up an English man-of-war in the offing, but when he was about to attack the ship moved off and he was unable to find her again. He offered the submarine to Napoleon, who, apparently not impressed with her utility, declined her.

It remained for the Southerners, in the civil war, to make the first successful use of the submarine. Boats partly and wholly submersible were built during the war at Charleston, Mobile and elsewhere. They were tried at Hampton Roads, but with more notable effect at and about Charleston.

The New Ironsides, of the blockading fleet, was twice torpedoed and damaged, though not sunk, by partly submersible boats. The new ship Housatonic was torpedoed and sunk a few months later by a submersible boat. The Minnesota, at Newport News, and the Memphis, in the North Edisto Inlet, about fifty miles south of Charleston, were also damaged, though not sunk, by partly submersible boats. The Confederate ram Albemarle was torpedoed and sunk at her moorings off Plymouth, N. C., by Lieut., afterwards Commander, William Baker Cushing, U. S. N., on the night of October 27, 1864, but it does not appear that he used a submarine for the purpose.

The sinking of the Housatonic was the first effective use of the submarine in warfare, and is therefore worthy of more than a passing notice, more especially as the submarine herself was also a victim of the exploit. That boat, whose name, if it had one, has not been preserved, had a tragic history before she went to her doom under the Housatonic. In her trial trips she went three times to the bottom and drowned more than thirty men. She was designed by Horace L. Hundley, who was drowned on one of her experimental trips. Lieut. F. M. Barber, U. S. N., writes:

"Of the submarine which destroyed the Housatonic I have been able to obtain but a limited description. It was built of boiler iron, was about thirty-five feet long, and was manned by a crew of nine men, eight of whom worked the propeller by hand, while the remaining man steered the boat and regulated its movements beneath the surface.

"She could be submerged at pleasure to any desired depth, or could be propelled on the surface, and in smooth water she could be exactly controlled: the speed being about four knots, while the length of time under water without inconvenience to the crew was half an hour.

"It was intended that she could approach any vessel lying at anchor, pass under the keel and drag a floating torpedo after her, which would explode on striking the bottom of the ship attacked. This, however, was not the manner in which she attacked the Housatonic. The torpedo was then attached to the bow of the boat, and from the shock of the explosion she probably filled, as she was found by the diver after the close of the war lying on the sand with her bow pointing in the direction of the hole in the ship's side which the torpedo had made.

"It is probable, too, from the fact of her being in sight from the deck of the Housatonic for some two minutes before the explosion, that on this occasion she was merely used as an ordinary cigar boat, and no attempt was made to submerge her at all."

That has been the generally accepted, though erroneous, account of the action of this boat, but before proceeding to show how she was actually operated a brief description of her previous trials, given by an English writer, Alan H. Burgoyne, F. R. G. S., may be noted:

"It was first manned by Lieut. Paine, (C. S. N.,) and eight volunteers, but whilst cruising in front of Charleston the wash of a passing steamer upset the equilibrium and all except Paine perished, and he only escaped because at the moment he happened to be looking out of one of the manholes. The vessel was raised and repaired, and again Lieut. Paine took command, but while lying off Fort Sumter it sank for the second time, Lieut. Paine and two men managing to escape.

"Paine had had enough after this second adventure, but Aunley, (Hundley,) one of the constructors of the boat, willingly took command, and with eight volunteers started on a trip up Cooper river. They had not proceeded very far when, for some unknown reason, it sank in very deep water, all nine of her crew being drowned.

"Yet again it was raised, this time to be taken against the Housatonic by Lieut. Dixon, of the Twenty-first Regiment. The persistence with which this vessel was repeatedly raised and utilized, and the stolid indifference to the retrospect of disaster, speaks volumes for the indomitable pluck and heroism of the Confederate sailors, and the splendid vigor they displayed in fighting for their cause, and for a regime that was fated to perish."

After the war a contractor named Maillefert, who had done some government work in Hell Gate, and who called himself "professor," was employed to raise the wrecks at the entrance to Charleston harbor. The raising of the Housatonic occurred in June or July, 1872. The Housatonic was sunk on the night of February 17, 1864, and though the submarine was seen from her decks a few minutes before the explosion, she was not seen afterward, so the fate of the latter remained a mystery until the wreck was raised. Then she was found hanging to the rudder chains of the ship.

It was apparent, therefore, that the boat actually used as a submarine, had passed under the bottom of the ship towing the torpedo, and, seeing escape aft, ran afoul of the rudder chains to be carried down by the hulk.

While this and others of that period were propelled by hand power, it is worthy of note that a man named Alstilt is said to have built a submarine at Mobile in 1863, to be propelled by both steam and electricity, but does not appear to have accomplished anything. A peculiar fact, showing the Biblical influences prevailing in the South at that time, is that all these submarines and partly submersible boats were called "David," with the idea that they would slay the Goliaths of the blockading fleets.

It has been generally held they did not accomplish much, but as Commander M. F. Senter, of the Royal navy, pertinently remarks, the total destruction of one ship of war and more or less serious injury of three others is a record not to be despised, and no doubt exercised a deterrent influence on the action of the federal navy.

A monument to the men who lost and risked their lives in that submarine service has been erected on the Battery, at the foot of Meeting street, in Charleston. Following are the inscriptions:

In memory of the supreme devotion of those heroic men of the Confederate army and navy, first in marine warfare to employ torpedo boats. 1863-1865. Moved by the lofty faith that with them died crew after crew volunteered for enterprises of extremest peril in the defence of Charleston harbor. Of more than thirty men drowned in this desperate service the names of but sixteen are known: Horace L. Hundley, inventor of submarine boat; Robert Brookbank, Joseph Patterson, Thomas W. Park, Charles McHugh, Henry Beard, John Marshall, Charles Sprague, lost in Charleston harbor, October 15, 1863. George E. Dixon, lieut. twenty-first Alabama volunteers; C. F. Carlson, corporal, Wagner Artillery; Arnold Becker, James A. Wicks, C. Simpkins, F. Collins — Ridgeway, — Miller, sinking blockader Housatonic, February 17, 1864.

Attacks without loss of life: Blockader Ironsides, August 25, 1863, by the Torch, designed by Capt. F. D. Lee; Engineers, commanded by Capt. J. Carlin, with Lieut. E. S. Fickling, S. C. Artillery Regulars. Blockader New Ironsides, October 5, 1863, by the Little David, designed by St. Julien Ravenel, M. D.; commanded by Lieut. W. T. Glassell, Confederate States navy.

Erected by the Daughters of the Confederacy and the Memorial association, of Charleston, S. C., May, 1899.

PROMISE LAW ENFORCEMENT.

Sheriffs and Peace Officers Promise Governor to Enforce all Laws.

Governor Richard I. Manning has received many letters from sheriffs and other peace officers of the State promising to enforce all of the laws:

"You may rest assured that I will do my part in the enforcement of all laws on the statute books as long as I am honored with the office of sheriff," said D. P. Douglass, sheriff of Chesterfield county.

"I stand ready day or night to go where duty demands,' wrote J. D. Gates, magistrate at Elloree, in Orangeburg county.

"I will do my best to enforce the law in Laurens, as I have done for the past six years," said John D. Owings, sheriff of Laurens county, in which the attitude of the governor was commended.

W. S. Camlin, magistrate at Trio, wrote the governor promising to cooperate in the matter of law enforcement.

S. G. Ray, sheriff of Bamberg county, promised to use every effort to enforce the laws in a letter to the governor.

"I am in full sympathy with you," said Sheriff Hood, of Fairfield county.

T. W. McMillan, sheriff of Greenwood county, said that he appreciated the confidence that had been placed in the peace officers of the State by Governor Manning.

The policy of law enforcement as announced by Governor Manning was highly endorsed in a letter from J. D. Ackerman, sheriff of Colleton county.

J. Elmore Martin, sheriff of Charleston county, said in a letter: "I will use my best efforts to carry out your instructions."

Sheriff Lane, of Dillon county, wrote that he was in full sympathy with the law enforcement campaign.

"You have my hearty cooperation," said Hendrix Rector, sheriff of Greenville county.

Cooperation was also promised by John P. Hunter, sheriff of Lancaster county; Cannon G. Blease, sheriff of Newberry county; J. M. Dozier, of Marion, and others.

Bad Roads Did It.

A farmer old, so we've been told,
With a team of horses strong,
Drove down the road with a heavy load,
While singing his merry song.
But with mirth in song was not so long,
For his horses gave a leap,
As he ran amuck in the mud he stuck,
Clear up to his ankles deep.
Bad roads did it!
And a wheelman gay went out one day
A joyful morning spin;
With the weather bright his heart was light
As he left the country inn,
But he went not far when he felt a jar
Which started his troubles and cares.
He was laid up ill, while the doctor's bill
Came in with the one for repairs.
Bad roads did it!
In an automobile of wood and steel
A millionaire prim and neat
Went out for a ride by the river's side
In a style that was had to beat,
But, alas, he found that the broken ground